Miners' Journal.

POTTSVILLE, PA.

SATURDAY, SEPTEMBER 5, 1857.

☞ The circulation of the MINERS' JOURNAL is equal to the aggregate of Ninety Many THREE other English papers published in the county—and as it circulates among the best class of the population, an advertisement inserted in it cost, is, of course, worth as much to the advertiser as if published in any three other papers. In our cities the rates of advertising are always graded in price according to the circulation of the paper.

OUR POLITICAL CREED.

Determined opposition to the extension of Slavery into the Territories of the United States—and opposition to the acquisition of any Territory, either by annexation, purchase or conquest, for the extension of the area of Slavery.

Opposition to any interference with the rights of Slaveholders in the States in which Slavery exists by State Law—while at the same time, we desire a change in the Fugitive Slave Law, giving the right of trial by jury to establish the claim to a slave, which jury shall be the law within the limits of the Constitution.

The appropriation of the proceeds of the sales of the Public Lands for the purchase of the Slaves at a fixed valuation, according to age and sex, and the gradual abolition of Slavery in the United States, which is a foul blot on our National escutcheon and contrary to the principles of the Declaration of Independence. This measure is the more important because recent events have fully shown that no question of Governmental policy, in all its various departments, and even the question of Religion itself, cannot be discussed without the bigger question" being forced into the arena, and the whole country distracted and convulsed, causing alienation and hostile positions in various sections. Good Government, a Union among the States, and Harmony among the whole people, demand that this great and growing evil should be removed by all lawful and just means, as speedily as possible.

The improvement of our Rivers and Harbors, for the promotion of the Internal Commerce of the Country; together with such aid as may be prudently extended by the General Government, to the construction of Railroads and Telegraph Lines to the Pacific Ocean, to facilitate quick communication throughout the country, which is the only means by which such an extended Territory can be bound together in one Union.

A Revenue System of duties levied on Foreign Merchandize, sufficient for the support of the General Government, and so arranged as to discriminate in favor of, and also to protect the Domestic Industry of this country.

While we accord to every man the right to worship his Creator according to the dictates of his own conscience—without fear or molestation, and will proscribe no man on account of his birthplace, who is a good citizen, and cordially supports our Institutions—yet we are decidedly opposed to Roman Catholic Jesuitical and all other Foreign Influence, not in accordance with our Institutions, and the best good of the masses—and lastly, *political* opposition to men who give or offer to bind Catholic priests, to influence their votes, as a means of political advancement of themselves and others.

Total prohibition of the Liquor traffic as a beverage, and the awarding of the same punishment to those who violate such a law as is awarded to other poisons and murderers of the human race.

State Measures.

We will contend for a general Banking Law, based on good stocks, well guarded in its issues for the security of note-holders.

A law prohibiting the sale of notes, drafts or any paper that is the representative of money, for more than six per cent. discount, under the penalty of being sent to the penitentiary, the same as any other person who robs the producer of his property.

The sale of every foot of the Public Works belonging to the State, as speedily as possible.

The above is an outline or main feature of the leading principles this paper will endeavor to advocate and establish in our Governmental policy.

RECEIPTS

For Subscriptions to the Miners' Journal since last publication.

L. Auderied, to Jan. 1, 1858	2 00
M. Robinson, to July 1, 1857	2 00
J. H. Thornton & Co., to Jan. 1, 1858	2 00
Jos. A. Banks, to Jan. 1, 1858	2 00
Chas. S. Stephens, to Jan. 1, 1858	2 00
Thos. Kirkpatrick, to June 22, 1858	2 00
Thomas Petherick, to Jan. 1, 1858	2 00
James Glenn, to Sept. 1, 1857	2 00
Jas. E. Holmes, to Jan. 1, 1858	2 00
Howell Smith, to Aug. 30, 1857	4 00
John K. Smith, to July 1, 1857	2 00
Mrs. Berryman, to July 1, 1857	2 00
Thos. Pearce & Co., to Jan. 1, 1858	2 00
Joshua Boyer, to July 1, 1857	2 00
W. T. Richardson, to May 27, 1858	2 00
Hale Remington, to Jan. 1, 1858	2 00
Elbert White, to May 10, 1858	2 00
E. Schreiner, to Jan. 1, 1858	4 00
Mrs. E. Spohn, to Jan. 1, 1858	2 00
Jamison Harvey, to July 1, 1858	2 00
C. C. Carter, to April 7, 1858	4 00
Maj. John Pott, to Jan. 1, 1858	2 00
Jacob Child, to Jan. 1, 1858	2 00
Wm. Parmley, to Jan. 1, 1858	2 00
Michael Bright, to July 1, 1857	2 00
Wm. Boninger, to July 1, 1857	3 00
Delaware Coal Co., to Jan. 1, 1858	2 00
J. M. Feger, to July 1, 1857	2 50
Fox & Bro., to Jan. 1, 1858	2 00
R. C. Green, to July 1, 1857	2 00
Jas. H. Graeff, to July 1, 1857	2 00
Dani. Nagle, to July 1, 1857	2 00
Jer. Boone, to July 1, 1857	2 00
Jno. Edwards, to July 1, 1857	2 00
R. H. Irwin, to Nov. 11, 1857	2 00
Adam Kline, to Sept 1, 1857	3 33
Daniel E. Faust, to Jan. 1, 1858	1 50
Phillip Koons, to July 1, 1857	2 00
Popham & Co., to July 1, 1858	4 00
John Wagenseiler, to July 1, 1857	2 00
John T. Werner, to July 1, 1858	6 00
Franklin H. Huntsinger, to July 26, 1858	1 00
Col. Llewellyn, to Nov. 20, 1857	2 12
E. C. Prescott, to Jan. 1, 1858	7 25
Tisdale Drake, to Jan. 1, 1858	2 00
N. Ferguson, to March 5, 1858	3 00
Buck & Lebo, to July 1, 1857	2 00
Geo. Spencer, to July 1, 1857	1 00
Rev. Mr. Stone, to July 1, 1858	2 00
Richard Carter, to Jan. 1, 1858	2 00
Thos Bailey, to Aug. 12 1857	2 00
L. H. Allen, to July 1, 1857	2 00
Wm. Cooper, to July 1 1857	4 25
A. Shindley, to July 1, 1857	2 00
Wm. Brock, Jr., to Jan. 1, 1858	2 00
H. Clayton, to Sept. 1, 1857	2 00
A. Shindley, to July 1, 1857	2 00
Wm. Pollock, to July 1, 1857	2 00
Jas. Patterson, to July 1, 1857	2 83
H. Hutchinson, to Jan. 1, 1858	2 00
S. & E. Knight, to April 22, 1858	2 00

OUR ADVERTISING COLUMNS.—The attention of the reader is referred to the new advertisements to be found in our columns to-day. Want of space prevents us noticing each in detail.

COMMUNICATIONS unaccompanied by responsible names, receive no attention from us.

PORTER'S SPIRIT OF THE TIMES—a capital publication—has entered upon its second volume.

OUR acknowledgments are due to the Hon. James H. Campbell for several very valuable public documents.

"S.'s" communication shall appear in our next. We could not by any possibility, publish it this week. Reason, want of space.

VERMONT.—The Republicans have carried that State, electing Ryland Fletcher, Governor, and a large majority of the Legislative Representatives.

PACKER's back-out is the subject of comment with the press of the country. All agree that it Shows a want of confidence in the position the Democratic party has assumed.

ANTI-SLAVERY disturbances have recently taken place in Kentucky. The mobs are mostly poor whites, who own no slaves, but are excited by liquor and encouraged by slaveholders.

THE "SCIENTIFIC AMERICAN."—To the new prospectus of the *American* we invite attention. The *Scientific American* enjoys an enviable reputation as good authority in matters pertaining to Art and Science, a reputation that it richly merits. We consider it a most invaluable publication.

PUBLIC SCHOOLS.—The Public Schools of the Borough will open on Monday next. In order to accommodate, tickets of admission will be issued by the Secretary, Mr. Little, at his office in Mahantango street, to-day. The regular days of issuing tickets is on the last Saturday of each month, and at no other time.

HAZLEHURST has returned to Philadelphia from his pilgrimage into the interior of the State. He is sick—the future looks gloomy for him. The "dollar men of '56" will be compelled to sing a requiem over him in October—that will be the month of his political death. To be touched by the Philadelphia *News* in the way of support, is certain ruin.

"A THING OF BEAUTY IS A JOY FOREVER."—So they tell us, says the editor of the *Wisconsin Chief*, in speaking of the speckled beauties, garnished appropriately, and in pan or on a spit; but how can a two-pounder, the crimson dottings shining through the crisping surface, and the unctuous juices dripping from fin and tail, be made to last forever? Tell us!

STOPPAGE OF MANUFACTORIES IN NEW HAMPSHIRE.—The cotton factories at Newmarket have suspended operations on account of the pressure on the trade. The Great Falls *Advertiser* says that two of the cotton mills at that place have suspended operations for two months. The Soughegan Manufacturing Co., at Milford, have stopped one sixth of their looms.

A FERTILE STATE.—Persons from Illinois speak rapturously of the present appearance of that section of the country. Its fertility is almost fabulous, and overwhelms the beholder with astonishment. A thousand acres of wheat in one field, and fifty machine reapers, and two hundred men and women cutting and binding, must be a scene of real grandeur, well calculated to force upon the observer, thoughts of the mighty resources of the grain-fields of the West. As a State of fertile land, Illinois may challenge a Union.

"THE CITY BANK" OF PHILADELPHIA.—The Directors of this Institution resigned last week, and the question was asked in the *Ledger*, "What's the matter?" As far as we can earn, this Institution is nothing but a "shaving shop," and loans its funds for shaving instead banking. We understand that a few of our oil Operators formerly got some discounts at as bank, but they were cut off and fifty thousand dollars of the money was loaned to this Country at the purpose of shaving the people at the rate of 2 per cent. a month. An investigation of its affairs ought to take place at the next Legislature, and its re-charter be refused.

THE TELEGRAPH FAILURE.—Much disappointment is felt at the failure to lay the Atlantic telegraph cable. It is now thought and with considerable show of probability, that the brake was applied after consultation, for the purpose of snapping the cable, and that this was necessary in order to save the remainder. "The cable was going at too great a speed in proportion to that of the ship." The ship was going at the rate of only four knots an hour, while the cable was coursing off the coil or reel at the rate of "more than five knots." Of course it is to be supposed that a reduction of the ship's speed had first been tried as a remedy for this running away of the cable, and tried in vain; and the alternative of breaking the cable was adopted as a last resort; the plain English and undisguised truth probably being that a strong, cross, under-ocean current was running off with the cable at the rate of five or six knots an hour. This view of the case is confirmed by the fact that in going over the last thirty five miles, one hundred miles of the cable were expended—run out. The fact almost certainly is, that it became clear to all the gentlemen engaged in the expedition, that the greater part of the cable would have been run away with by the current, even had the vessel remained stationary, and that without some material change of plans, all hope of the cable lasting to anything near the end of the trip was give up, even if the cable could be *deposited* at all. We have the liveliest hopes of the ultimate success of the project. It is but deferred. Public sentiment at home and abroad is too strongly in favor of the scheme, and the determination to carry it out is too fixed, to give up the Telegraph now. Great Britain and the United States acting in concert may be temporarily disconnected, but they cannot be discouraged nor ultimately defeated in an undertaking so demonstrable of entire success.

BOROUGH ACCOUNT.—No Borough Account has made its appearance yet—although we learn the Auditors elected last Spring are anxious to attend to the matter. If it is not soon forthcoming we would advise the people to call a meeting and appoint a Committee to examine the whole Borough business—ascertain the amount of the debt of the Borough—the amount of outstanding orders, and the general state of the Borough affairs. Such a statement would be satisfactory to all parties interested—as the general impression prevails that the affairs of the Borough are in a very unsatisfactory condition—and that no statement of indebtedness heretofore published has been correct. It is also alleged that a considerable portion of the assets of the Borough have been lost through negligence in some of the departments. A Committee appointed by the citizens of the Borough would be satisfactory and undoubtedly throw light upon what at present is wrapped in darkness. A statement should be drawn up of the condition of the Borough finances. A large portion of the Borough orders upon which the Borough is paying interest, might be funded, and thus relieve the embarrassment which may exist. There are many rumors in circulation in relation to the condition of the finances of the Borough, and it certainly is time that a statement of our actual condition should be presented to the public.

PROFESSOR SILLIMAN and others of Connecticut have memorialized the President, in relation to the employment by him through Gov. Walker of Kansas, of an army, one purpose of which is to force the people of Kansas to obey laws not their own, nor of the United States, but laws which it is notorious and established upon evidence that they never made, and rulers they never elected. To which the President replies that he has done nothing but his duty and that is, "to take care that the laws are faithfully executed." The reply of the President is lame. The Territorial laws of Kansas are unjust, tyrannical and illegal, forced upon the people by armed Border Ruffians; and the President has endeavored by an army to force the people of Kansas into subjection to them. The Constitution never intended that American citizens should suffer at the hands of their own government a tyranny worse than at inflicted upon their forefathers by English rulers. Laws should be enforced; but not laws similar to those that burden Kansas.

DAUPHIN AND SUSQUEHANNA RAILROAD.—This Road is assuming a position which commands attention. It possesses the advantage of being a direct route from the great valley of the Mississippi and Ohio, via. Pittsburg & New York city. Then from Baltimore to New York. To have it in operation as a great link, but one thing is yet necessary, the Auburn and Allentown Railroad, which will be completed in about two years.—"Veritas" in a communication to the Harrisburg *Union*, says that the Company is using every effort to perfect the most judicious arrangements, both in the improved condition of the Road and all that pertains to it, and the securing of first-class officers to manage it. In the latter respect, they have just secured the services of John Lilly, Esq., as *Engineer and Superintendent*. Mr. L. besides being thoroughly versed in the *practical operation* of a Railroad, is a high proficient in the science of Civil Engineering. The Road is certainly, most important to the trade of this section of Pennsylvania, and in its success we feel the warmest interest.

WALL street experienced another shock this week, and a new list of failures were added to the batch already commenced. At the last accounts however, the feeling in commercial circles was in a much better state. It is hoped that the worst is over, and that a return of confidence will prevent the usual disasters which accompany a financial panic. Stocks both in New York and Philadelphia are heavy. In the latter city on Thursday, Reading closed at 27 @28. The *Herald* in summing up an article on the financial crisis, says that there is nothing to warrant alarm among prudent men who have not speculated or dabbled in railway stocks or railway paper. The heart of the country is sound. And comes to the conclusion that "honest, prudent men need not break their hearts after all, because few score of speculators are going to the wall."

"MANY CITIZENS" of Blythe township, in a communication complain that an incompetent teacher has been re-appointed at New Philadelphia, in spite of the remonstrances of the taxpayers residing in the neighborhood of the school house. We know of at one remedy for this case. Apply to the Court for the removal of the teacher. Since our County Superintendent has turned politician, but little is the way of attention to the school interests, an justice can be obtained from him. Party feeling ruling strong in some districts of the County, curacies are granted men incompetent, while the claims of the deserving are disregarded. Bad blood, this mixing up politics and school matters, it has a pernicious effect on a beautiful system.

IT is compliant with the request of many citizens of Schuylkill Haven, and as an act of justice to a gentleman who has been maligned, we state that C. Feger, Esq., the Democratic nominee for Register is a gentleman much respected in Schuylkill Haven where he has resided for a series of years, one enjoying the confidence of those intimately acquainted with him. We were recently the recipient of a communication in relation to the moral character of Mr. Feger, the correctness of which we doubted at the time, and we now state with satisfaction that the charges against Mr. Feger are utterly without foundation.

FREE BANKING.—This question is exciting attention in the State, and the independent press is speaking strongly in favor of it. We are glad to see it. Banking should be free, and with the system based well, it would be the greatest thing for the people of the State that could be adopted. The Germantown *Telegraph* gives a list of banks, allowed by parties out of the State, and by which our people have been defrauded out of hundreds of thousands of dollars of hard earned money. To continue such a system as this, truly marks the *Telegraph*, is not only a fraud upon the people and a libel upon our institutions; but we solemnly believe it is in contravention of the provisions of the Constitution. Let the next Legislature adopt a Free Banking Law.

COPIES of Helper's great work, "The Impending Crisis of the South," can be obtained at Bannan's. Mr. Davis of Philadelphia, has purchased and distributed five hundred copies of the work. The ninth thousand has been issued. We have already given extracts from the work, and will continue them. Every subject in connection with the South is treated fully and ably, and the statistics are invaluable. The book really merits an immense circulation.

HOW TO GET BACK INTO THE DEMOCRATIC PARTY.—Judge Wilmot in his speech at Philadelphia, said:

"Do you think that I cannot readily get back to the Democratic party if I am not opposed to it? Why, gentlemen, older sinners than I have gone back, and got their reward. I should only have to commit some gross act of outrage—"catch a nigger," or when he seeks a crust of bread, seize hint and put him in prison; then would I have atoned for all my past political errors in the sight of the Democratic party."

THE UTAH EXPEDITION ABANDONED.—The Washington correspondent of the N. Y. *Tribune* says the War Department recognises the virtual abandonment of the Utah expedition, and has relieved Gen. Harney of that command. The troops will remain in Kansas for service at the polls, and as a body guard to the bogus Constitutional Convention. Of so much more importance is it to force a hated institution upon the people of Kansas than to break up the loathsome nest of outlaws who have banded together in Utah, and bid defiance to the United States authorites. Our government thus virtually declares that its authority may be disregarded, and its laws trampled under foot, provided the institution of slavery is not thereby endangered. And yet the people of the North must be continually and insultingly told that they have "nothing to do with slavery."

VERY QUEER.—It has been alleged that the "Straight" American movement in this State, in the hands of a few unprincipled men, is but a tender to sham Democracy. And really, each day's developments seem but to assure one that such indeed is the fact. For instance, the Reading *Gazette*, a Democratic journal, publishes a glowing account of an immense outpouring of the people at Reading to hear Hazlehurst. Curious! Mark. The *Gazette*, the organ of Locofocoism in old Berks in doing up the glorification for the Straights in that county, is in the strict line of its duty, it being so "nominated in the bond." If "straightism" was in any way calculated to damage Locofocoism, would the leaders put it on the back so fondly and affectionately? Very queer!

MISSOURI.—R. M. Stewart, Dem., is elected Governor by 334 majority, over James S. Rollins Rep. The official vote stands:

For Stewart,	47,975
" Rollins,	47,641
Stewart's majority,	334

All hail, Missouri! She has done nobly. The seed is planted, which yet will have a most glorious fruition. Missouri will yet take her stand among the free States of the Union.

A NATIONAL RAILROAD CONVENTION has been in session in New York during the week. On Wednesday a paper was read, by Mr. A. L. Holley, on the combustion of coal in the Dempfel boilers. He holds that there is no difficulty in the way of burning coal on locomotives that may not be overcome. After debate, the paper was ordered on file.

TO THE SHAVERS.—The *Bible* says:

"The usurer shall surely come to want.

"As the partridge sateth on eggs and hatcheth them not; so he that getteth riches, *and not by the right*, shall leave them in the midst of his days, and at his end shall be a fool."

PEN, PASTE AND SCISSORS.

☞ Pottstown has 2500 inhabitants.

☞ Deaths in Baltimore last week, 129.

☞ Deaths in Philadelphia last week, 324.

☞ How to make pantaloons last—make the coat and vest first.

☞ A coquette is a rose-bush, from which each young beau plucks a leaf, and the thorns are left for the husband.

☞ On Saturday, a freight train on the Reading Railroad ran over Patrick Conway, of Norristown, killing him.

☞ The marble used in the construction of the Capitol extensions at Washington is quarried at Lee, Massachusetts.

☞ Ten thousand dollars a year is the modest salary of Mr. Isidore, for dressing Queen Victoria's hair twice a day!

☞ There is no surer evidence of a lack of brains and correct breeding, than the pert sneer at those who labor for their bread.

☞ The Sunbury and Erie Railroad will pass through Sunbury by permission of the Borough authorities.

☞ Bartholomew, the American sculptor, is on a visit to Baltimore. He will return to Italy in November.

☞ The Norristown Encampment was a failure. The Washington Artillery of this Borough, had out, on Monday last almost as many men as composed the entire encampment.

☞ Tuscarora is now a village of eighteen hundred inhabitants, and has its church, post office, stores, &c. Three years ago there was but a single house there.

☞ A lawyer somewhere at the West, said, in a dog case:—"Gentlemen of the jury, this is a *very peculiar case indeed*, gentlemen, one of the most *obstetrical* cases I ever knew."

☞ Mr. Rev. Ruffindell, the author of considerable power and whose literary works and editorial labors have made him well known to the reading public, died at his residence in New York.

☞ Burton has the National Theatre, Philadelphia. Mordoch, Miss Cushman, Edwin Booth, are all announced as stars to shine at the National this season.

☞ The fifth annual exhibition of the United States Agricultural Society, which is being held at Louisville, Ky., is attracting considerable attention throughout the country.

☞ A job of eighteen thousand dollars worth of mules, was made on Tuesday week at Lynchburg, Va. They averaged from $145 to $150 the head.

☞ The Washington *Union* says that a well-known dog in that city, having heard a recent ordinance read against dogs in August, immediately picked up a piece of old iron and ran into a hardware store to exchange it for a muzzle.

☞ Mr. Henry O'Reilly announces that, in company with John J. Speed, John Butterfield and others, he is about to push forward the great enterprise of connecting our Atlantic with the Pacific territory by means of the Magnetic Telegraph.

☞ A common thing—a beautiful sunset—but still so gorgeous and beautiful at times, that they seem more attractive than ever. What pencil ever caught and put on canvass the changing hues of a sunset among clouds?

☞ *Good.*—It is seldom that a medicine meets with such general favor among all classes, and especially among the educated, as the Oxygenated Bitters. These Bitters are free from alcohol, and are a never-failing cure for dyspepsia.

☞ There was another monetary excitement in New York this week. Among the smashes were the Mechanics' Banking Association, with a defaulting cashier; Beebe & Co.; Adams & Co.; Nickington; Kneeland & Co.; J. H. Prentice & Co.; *ad libitum*.

☞ A poor emaciated Irishman, having called upon a physician, in a forlorn hope, the latter spread a huge mustard plaster, and set it on the poor fellow's breast. Pat, with a tearful eye, looking down upon it, said, "Docther, docther, dear, it strikes me it's a dale of mustard for *so little wate*."

☞ A few days since in Philadelphia, a young man lost a small cask which had been sent to him from Paris. He advertised his loss, and for two days was besieged with boys having black and white cats. A letter was also received by the loser of the cat, from a man in Pottsville, stating that he had a very pretty cat, very tame and affectionate, which he would sell for $3. The young man did not answer this epistle, as he has come to the determination not to keep any more cats.

THE ATLANTIC TELEGRAPH.—Notwithstanding the present failure in laying the Atlantic Telegraph, the English press generally speaks in confident terms of ultimate success. The following extract will serve to show the general tone:

The first attempt to connect the New World with the Old by means of the Submarine Telegraph has proved a failure. In this result there is much cause for immediate regret—none for permanent discouragement. The Atlantic will not be annihilated this year, but the success of the experiment is only postponed for a season. Our readers will remember the elaborate accounts, with which we have from time to time presented them, of the manufacture and stowage of the 2,500 miles of cable destined to stretch from shore to shore along the bottom of the Atlantic main. They will not have forgotten the report of that characteristic meeting at Valentia under the genial presidency of Lord Carlisle, when every topic of allusion and amplification that could possibly be pressed into the service was lavishly devoted to the purpose of speeding the great enterprise on its way with appropriate rhetorical embellishments. The original plan of laying down the cable had been that the *Agamemnon* and *Niagara*, each with half the length of cable on board, should proceed to an agreed point in the mid-Atlantic, effect a junction between the two detached portions of the line, and thence steam in opposite directions. Eastward to Ireland and westward to Newfoundland. This plan was abandoned; and it was determined that the entire length of the vast coil should be spread along the ocean bottom from west to east in one continuous operation.

From Valentia harbor the great ships set forth, the American frigate *Niagara* having the task assigned her of "paying out" the first portion of the cable. She was waited on through the ocean by the *Susquehanna*; the famous *Agamemnon*, her partner in the great enterprise, was attended in like manner by the *Cyclops* and *Leopard*. The first start was an unlucky one. A fracture took place at the distance of less four miles from the Irish shore. The damage thus occasioned was speedily repaired, and the five vessels again on Saturday the 8th of August, steamed out into the Atlantic. Till the Monday following all went on prosperously. The weather was favorable, the machinery worked admirably, a depth of 2,000 fathoms had been reached and some 300 miles of distance. The telegraphic communications with Valentia, were kept up without interruption. On Monday evening a heavy swell set in, and a powerful under-current was experienced. This increased through the night of Monday and the early morning of Tuesday. At about half past 3 on the Tuesday morning, it was found that though the vessel was only making some three or four knots an hour, the cable was paying out five, six, and sometimes even seven knots. At this rate it was obvious that the quantity of wire on board would be exhausted before the Newfoundland shore was reached. It became necessary to tighten the strain on the cable, and this was accordingly done till the pressure reached three thousand pounds. This was at a quarter to four on Tuesday morning. There was a heavy swell running at the moment that the full increased power was thus put on the break; the stern of the *Niagara* was low down in the trough of the sea. As she rose on the back of the waves the extra strain thus occasioned was more than the strength of the cable could bear. It gave way under the pressure, and, parting at some distance from the ship's stern, it sank down like lead through the mighty waters on that portion of telegraphic plateau between Ireland and Newfoundland where the Atlantic reaches its maximum depth of not less than 2,000 fathoms. At the time of the severance the *Niagara* had made from 260 to 280 miles in a direct course from Valentia harbor, and the length of the cable that had been let go was about 350 miles.

It is remarkable enough that a somewhat similar failure has hitherto attended almost all these submarine enterprises in the first instance. The provisions of science are extraordinary, but they cannot quite dispense with the teachings of experience. The general opinion amongst those most qualified to form a judgment appears to be that we have learned enough in this first essay to render the success of the next attempt morally certain. Two important points have been decisively set at rest by what has already been achieved. The unparalleled length of the cable, and the vast depth to which it was sunk, have presented no obstacles to its telegraphic working; until the final disaster occurred, messages were flashed with the most perfect success along 2,500 miles length of wire, a portion of which was submerged to the depth of very nearly two miles in the ocean. Another point relates to the rates at which the cable can be paid out. It has been conclusively proved that there is no obstacle to laying it down at the rate of five miles per hour, in the greatest depth of water that exists, on the proposed line of submersion, between Ireland and Newfoundland. The principal defect appears to be in the "paying-out-gear," the machinery by which the cable is delivered from the ship's deck into the ocean. Another difficulty to be overcome in sinking a cable of such length to a depth so great—a difficulty which has probably been more fully demonstrated by the results of this experiment than it could have been by previous calculation—is the great force of the under-current. While the direct course of the *Niagara* was only about 280 miles the expenditure of cable was about 350—a difference which *a priori* could scarcely have been calculated upon. In the next venture every precautionary measure of this kind will be taken fully into calculation; the mechanism for paying the cable into the water will no doubt receive all those improvements of which it is susceptible, and if the time be so fortunately chosen as to secure three weeks of favorable weather (a circumstance by no means immaterial,) there can be no reason whatever for despairing of ultimate success.

THE COAL TRADE.

Pottsville, September 5, 1857.

The quantity sent by Railroad this week is 40,090 06—by Canal 39,402—for the week 79,492 06 tons. Total by Railroad 1,326,268 03 against 1,484,878 06 tons, Ditto by Canal 805,615 08 against 711,385 18 tons to same period last year. The loss by Railroad is 158,110 tons, and the gain by Canal 94,230 tons compared with last year.

The shipments show a decrease from last week of 4,030 tons, and fall short of the shipments for the corresponding week last year, 7,999 tons.

The trade sums up this week as follows:

	1856.	1857.	Loss.	Gain.
Schuylkill—R. R.,	52,630	40,000	12,730	
" —Canal,	34,661	39,402		4,741
Lehigh—R. R.,	5,194	10,180		4,986
" —Canal	38,570	32,372	6,204	
Del. & Hud. Canal,	14,981	20,493		5,512
Penna. Coal Co.,	17,085	30,061		12,976
Scranton,	4,183	7,731		3,548
	168,110	150,329	18,944	31,163
		168,110		18,944
Increase for the week, tons,		12,219		12,219

Showing a gain over the corresponding week last year of 12,219 tons. The Reading Railroad again loses badly, while the Lehigh Canal falls off 6,204 tons.

The gain from the above regions up to last week was 112,856 tons, which added to the 12,219 tons increase this week, makes the total gain so far, 125,075 tons.

At Port Richmond vessels are very scarce. At that point on Monday there were 25; on Tuesday 20; Wednesday, 15; Thursday, 27, and yesterday, 33. Freights to New York have advanced to 110.

There are no new features in the Trade this week that require comment.

NEW YORK COAL MARKET, September 3, 1857.—The demand for Domestic has continued quite active, but with large arrivals, some descriptions are lower; but we do not reduce our quotations, as the major part of the business is at prices within our range of figures. A large trade may be noted with the East, and our stock has increased slowly. The arrivals thus far at tide-water are slightly in excess of last year, but with increased facilities of transportation we are likely to have an ample stock at the close of the navigation.—Sales by the cargo at $3 60@4 60 ⅌ ton, and from yard at $4 10@$5. Liverpool is still scarce and in good request. A cargo of Orrel changed hands at $8, 50, 4 mos. Other kinds are dull and heavy.

Boston Coal Market.

[*Corrected weekly from the Boston Courier.*]

English Cannel Coal is scarce, and sells readily at sales at $13@$14 ⅌ chal, cash, in large and small lots.—An import of 400 tons Scotch has been sold, to arrive at $8 ⅌ chal, cash. In Pittsburgh Coals there has been very little change. The arrivals of Pictou continue to be delivered on contract, and a few sales have been made at $7 12@7 25 ⅌ chal., Sydney is steady at $7 25 ⅌ chal, in Anthracite, steady retail sales at $7 ⅌ ton, cash.

Cannel,	chal	$13 00	@	14 00
Newcastle,	"	none	—	—
Scotch,	"	none	—	—
Sydney,	mine chal	7 10	@	7 25
Pictou,	mine chal	7 20	@	7 25
Picton fine,	mine chal	6 25	@	6 50
Schuylkill, white ash, ton		5 50	@	5 75
do red ash,		5 75	@	— —
do lump,		6 00	@	6 25
Lehigh, lump,		5 25	@	5 50
Lackawanna,		5 50	@	5 75

RETAIL PRICES.

Anthracite, white & red ash	7 00 @ — —

BY TELEGRAPH.

FRIDAY, 6 O'CLOCK, P. M.

Freights from Richmond to—

Boston,	1 50 to 1 55	Quincy,	1 85
Providence,	1 35 to 1 40	Richmond,	1 40
Wareport,	1 29	Charleston,	1 75
Roxbury,	1 75	Portsmouth,	1 60
Newport,	1 35	Peekskill,	1 15
Portland,	1 50 to 1 55	New York,	1 10
Salem,	1 50 to 1 58	Seamens' Retreat	1 15
Washington,	1 00	Flushing,	1 25
Alexandria,	1 00	Troy,	1 35
Sing Sing,	1 18		

Schuylkill Coal Trade for 1857.

Quantity of Coal sent by Railroad and Canal, for the week ending on Thursday evening last:

	RAILROAD.	CANAL.
Port Carbon,	11,508 00	9,003 00
Pottsville,	3,694 09	1,542 00
Schuylkill Haven,	16,699 07	26,887 00
Auburn,	893 01	600 00
Port Clinton,	7,603 19	2,180 00
	40,000 06	39,402 00
		40,090 06
Total for the week,	tons,	79,492 06
Total by Railroad in 1857,		1,326,268 03
" " Canal "		805,615 05
Total by Canal and Railroad.	tons,	2,132,383 13

Shipments to same period last year:

	WEEK.	TOTAL.
By Railroad,	52,829 16	1,484,878 06
By Canal,	34,660 18	711,385 18
	87,490 14	2,196,264 04
		2,132,383 13
Decrease in 1857, so far,	tons,	63,880 11

Schuylkill County Railroads—1857:

The following is the quantity of Coal transported over the different Railroads in Schuylkill County, for the week ending on Thursday evening last:

		WEEK.	TOTAL.
Mine Hill and S. Haven R. R.,		45,191 14	1,077,260 07
Mt. Carbon	"	6,107 00	123,138 13
Schuylkill Valley	"	8,935 08	226,134 00
Mt. Carbon & Pt. Carbon	"	12,581 13	382,437 08
Mill Creek	"	13,302 07	352,741 01
Little Schuylkill	"	8,728 16	232,589 00

Rates of Toll and Transportation on Schuylkill Navigation.

RAIL ROAD FOR THE PRESENT.	From Mt. Carbon.	From S. Haven.	From Pt. Clinton.	From Auburn
To Richmond,	$1 80	$1 75	$1 65	$1 60
To Philad'a.,	1 80	1 75	1 65	1 60
Spring Mills,	1 55	1 50	1 35	1 40
Reading,	1 10	1 05	1 05	1 05

Rates of Toll by Canal for the present.

	From Pt. Carbon.	Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philad'a.,	65	64	62	50
Spring Mills,	60	59	57	50
Manayunk,	55	54	52	45
Reading,	38	37	35	31

Rates of Freight by Canal:

	From Pt. C. & Mt. C.	S. Haven.	Pt. Clinton.
To New York,	1 00	1 85	1 50
To Philad'a.,	90	85	80
To Delaware Front	1 05	1 00	95

Lehigh Coal Trade for 1857 by Canal.

For the week ending on Saturday last:

	WEEK.	TOTAL.
Lehigh Coal and Nav. Co.,	14,096 01	237,229 15
A. Lathrop and others,	154 09	2,201 10
Spring Mountain Mines,	1,116 01	21,714 03
East Sugar Loaf do	1,473 18	14,368 08
Coleraine do	1,839 19	32,727 11
Stafford do		5,510 11
N. York and Lehigh Coal Co.,	1,286 14	17,998 12
German Penna. Coal Co.,		7,071 00
South Spring Mountain Coal.	639 00	10,710 02
J. B. McCreary & Co. N. S. Mt. Coal,	501 00	6,709 02
Beaver Meadow Coal Co.,	306 08	1,035 18
Hazleton Coal Co.,	3,443 00	59,868 02
Cranberry Mines,	3,062 15	38,635 10
Diamond do.	864 08	16,629 01
Council Ridge,	806 02	21,746 06
Mt. Pleasant Coal Co.,	393 05	3,898 03
Buck Mountain Coal Co.,	728 08	45,660 11
Wilkesbarre Coal Co.,		700 08
Wyoming Coal.	657 17	7,516 00
Hartford Coal Co.,	867 12	16,108 09
Total,	32,371 17	562,258 04

Lehigh Valley R. R.

Week ending Saturday last:

Spring Mountain Mines,	2,586 18	82,966 14
East Sugar Loaf do	2,258 00	68,099 17
N. York & Lehigh do	440 03	22,762 07
Council Ridge do	1,003 18	44,228 12
German Penna. do		6,307 19
Coleraine & Stafford do	1,008 07	34,257 12
Dolbin & Dehaven do	392 13	5,983 15
Hazleton do	2,259 04	32,658 05
J. B. McCreary & Co. "	201 08	3,840 19
Total,	10,180 00	303,352 10
	32,371 17	562,258 04
For the week,	42,551 17	867,610 14

Shipments to same period last year:

	WEEK.	TOTAL.
By Rail Road,	5,794 00	91,059 05
By Canal,	38,576 03	748,658 05
	44,370 03	839,717 10
		867,610 14
Increase in 1857, so far		29,763 04

Rates of Toll and Transportation on the Lehigh Valley Rail Road.

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